

## Books That are being read and Talked About

"The Successors of Mary the First," by Elizabeth Stuart Phelps.  
 "Miss Pritchard's Wedding Trip," by C. L. Burnham.  
 "The Turn of the Road," by Frothingham.  
 "God's Puppets," by Imogen Clark.  
 "Old Bowen's Legacy," by Edwin Asa Dix.  
 "Richard Yea and Nay," by Maurice Hewlett.  
 "The Puppet Crown," by Harold MacGrath.  
 "Like Another Helen," by George Hor-ton.  
 "Dr. North and His Friends," by S. Weir Mitchell.  
 "Betty Ross, the Story of the Birth of the American Flag," by Hotchkiss.  
 "The Disciple," by Paul Bourget.  
 "Under Topies and Tents," by Cyrus T. Brady.  
 "The Islander," by Harrison Robertson.  
 "Her Mountain Lover," by Hamlin Garland.  
 "The Love-Letters of the King," by Le Gallienne.

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## PILING UP THE ITEMS

(Continued from Page 9.)

Bridges and repairs	500.00
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Ka-lua bridge, twenty-foot span	200.00
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Five bridges to Kihel Landing, twelve-foot span	1,500.00
Road implements	750.00
Building courts and station houses, Wailuku	15,000.00
Total	\$46,550.00

The unfinished business of the House being next in order, Dickey took the chair, the House going into a committee of the whole. The incidentals of the commission of public lands came up for reconsideration. The day before it was reduced from \$5,250, to \$1,500. Emmeluth stated that the commissioner had threatened to resign his position if the item remained at the reduced figure. The speaker thought the item had better be reconsidered under the circumstances. Beckley moved that the matter be referred to a special committee for investigation and consideration. The motion was carried.

Makekau asked that a new item be inserted, on preliminary roads and trails, and that the amount set aside for this purpose be \$7,000. The motion was carried.

Emmeluth suggested that the consideration of this matter be referred to a special committee. In introducing his remarks, Emmeluth said it was to be hoped that before the end of the present biennial period the natives would know more about politics than they do at present. Makekau responded by saying that before the end of that time, it was to be hoped that certain haolees would know more about politics.

The Board of Health came next. The general expenses of that department were given as \$10,000 in the Governor's estimate. The committee suggested that the figures be raised to \$13,000. When asked why the increase had been made, Emmeluth requested that he be given time in which to make a systematic report on the same.

Disinfectants and vaccine followed. Two thousand dollars were allowed for this item.

For the support of non-leprosy children, instead of \$12,000, an appropriation of \$20,000 was suggested and carried.

The Governor's estimate of \$31,000 was passed for the insane asylum. For the segregation, support and treatment of lepers, \$160,000 was given.

There was some argument on the appropriation for the Kalaupapa store, which had been set at \$45,000. Mossman did not favor giving this appropriation as a lump sum. He asked that the matter be given into the hands of a special committee, to segregate and to file a report, before it be accepted.

Monsarrat moved that the item be passed as it stood. He said the store would need all the money given it. Before appropriation, it had been said that when the islands became a part of the United States, money could be picked off the trees. On the contrary, money was harder to get now than under the old order of things. Prices were higher. Even American goods cost more. The lepers would need the entire \$45,000. Emmeluth moved that Monsarrat's words go on record, but the motion was not seconded.

Beckley moved that \$2,000 be allowed the lepers for stamped envelopes. The motion carried.

The finance committee recommended that \$35,000 be allowed for subsidizing a steamer for Molokai. Hoogs said that if this were the report of the finance committee, they ought to be examined as to their sanity. He made a motion to that effect, but it was not seconded. Emmeluth presented a detailed report on the subject of a steamship for the leper colony. Such a vessel should not be a common carrier. It should be able to carry fifty head of cattle forward. The type of conveyance best adapted to the purpose would be a steam schooner, capable of making not less than eight knots an hour. By means of sails, such a vessel would not burn more than six tons of coal a day.

Hoogs said he was opposed to the government going into the steamship business to a greater extent than at present. Prendergast said the government should own its own boat. The steamer now subsidized goes to the island with paial, but on account of rough water, often did not land. It sometimes the paial was kept on board for ten days or two weeks at a time, and when it was landed at the leper settlement, it was unfit for use. The accommodations at present on the steamers were unfit for human beings. The lepers were put up forward, when taken to Molokai, where the cattle are generally kept, the rolling of the vessel, in addition to their own malady, made their experience a most unpleasant one on the voyage over.

In the midst of the discussion a recess was taken until 1:30 in the afternoon.

### AFTERNOON SESSION.

Mossman's keen logic was then brought to the fore yesterday afternoon when he "bucked" against the purchase of a steamer for the use of the Board of Health. According to his arguments the government would realize a dead loss by the purchase, and furthermore the "thing" might run on the rocks somewhere, go to the bottom, and thus in one fell swoop cost the government thousands of dollars. That would be a calamity to the "people," and it would then show the folly of the government in owning affairs of that kind. Mossman forgot, in his argument, that governments usually insure their freight steamers.

"If the government is to supply this steamer with a white crew, of course they will get good pay and good grub," exclaimed Mossman. "If a native crew is employed, they will get nothing but poi and salmon and coffee, in which the cockroaches swarm. You can see it coming towards you sometimes." Mossman did not say that he had been a sailor.

"The arguments of the other side are that they only want this steamer to accommodate the lepers when they are taken to Molokai. We can easily see that if the government gets a steamer of this kind the government will have to pay more for it in the long run, and will lose by it in the end. They also argue that the steamer will make money in carrying freight. They can't do that, as passengers will not want to go on a boat that carries lepers, and very little freight will be carried for fear of the disease. Japs and Chinese would be only too glad to put their freight on a steamer of this kind, but the better class of people wouldn't. Buying a steamer like this will be only a way for their favorites.

"We all know how one-sided the

Board of Health is, and it is only a trick of theirs to get money. Why, there's another argument against the purchase, too. Some time the vessel might strike a rock and go down in the ocean, and the government would lose all the money it paid for the boat."

Mossman was not greeted with a burst of applause upon his brilliant logic, and he seemed to wonder why everybody smiled while he spoke. Paale thought a good vessel would be a great help, "but, to buy one of the old tubs, which the local companies had discarded, would be throwing good money after bad." Firewood is an article that is needed at Molokai. As it is now the supply of fuel is beginning to be scarce. The people on the island of Molokai, said Paale, would be willing to patronize the Territorial vessel, thereby enabling the government to make back some of the money expended. The next time the Legislature wished to go to Molokai it would not cost the Territory \$750, as it did the last time.

Monsarrat opposed buying a steamer. Within a year there would be no cattle shipped from Hawaii. The talk about taking cattle from the other islands to Molokai was nothing more than so much chaff, indulged in for the purpose of carrying through the scheme under discussion. Hoogs said that while the arguments of those who wished to buy the steamer were very able, one thing they forgot, and that was, where would the money come from with which to pay for the vessel?

Since 1886, \$32,000 had been spent each year for the treatment and care of lepers, Aylett said, and no good had been done. Now, when \$35,000 were asked for, in order to contribute to the material comfort of these unfortunate, a hue and cry was raised that it was a useless outlay. Better spend \$1,000,000 and benefit one man, than to follow the course now being followed, and allow these sufferers to go unattended. One thing was sure, if the Territory owned its own boat, the poor lepers would be better treated on their way to their living grave. The Wilder Steamship Company packed the lepers with the pigs and cattle. No care was bestowed upon the unfortunate victims of this terrible malady.

Beckley said that while the Legislature was asking for an appropriation it might just as well ask for \$100,000 and be done with it. When the steamer had been purchased the expenses of running her, paying her crew and keeping her in good condition, would have to be provided for. A steamer under the control of the Board of Health could not expect to be a paying proposition. She would have to be sent here and there, as the occasion demanded, and could not be kept on a regular run. The reason that the lepers had not been treated kindly by the steamship company was not the fault of the transportation company. The Board of Health was to blame. The \$160,000 spent biennially on the lepers was not expended with the expectation of doing the lepers any good. They were sent to their living tomb in order that the rest of the population might not be contaminated. The spread of leprosy owed much to the indiscriminate methods employed in vaccination in times past. The disease was on the decrease, and no doubt, in the course of time, would be a thing of the past. While this fact did not warrant the body politic from slighting these unfortunate, yet at the same time the House should avoid useless and excessive expenditures.

Following Beckley, came Hihio, who spoke along the same lines. The Representative had figures to show that the cost of running the boat, after it had been purchased, would be \$80,000 for the biennial period.

Emmeluth said that Makekau, who had informed the House during the morning session that he could not find the president of the Wilder Steamship Company, was now seconding the motion to buy a steamer for the Territory. Emmeluth said that he thought there was "a nigger in the woodpile."

Upon a vote being taken, the following was the result, by ayes and noes: Ayes—Beckley, Ewald, Haheo, Hihio, Hoogs, Kaawai, Keiki, Kekaula, Kekulua, Kumale, Makekau, Monsarrat, Mossman, Naima.

Noes—Ahuli, Aylett, Dickey, Emmeluth, Kaulimake, Kaniho, Kawaihoa, Mahoe, Makinai, Paale, Prendergast, Puuki, Akina.

Ayes, 14; noes, 13.

It was then ordered that the sum of \$35,000 be recommended, with which to secure a new vessel, for the transporting of stores to Molokai.

A motion by Makekau followed. He asked that \$10,000 be appropriated for medical supplies, and no doubt, in the course of time, would be contributed to the different government physicians throughout the Territory.

The military expense bill was not considered, on the grounds that this portion of the appropriation bill had been stricken out.

Subsidies were allowed the following hospitals: Queen's Hospital, \$40,000; Hospital for Incurables, \$12,000; Maternity Home, \$6,000.

The subsidies for the Waimea Hospital and the Lihue Hospital were referred to island committees.

For the running of the steamer the sum of \$160,000 was asked for. Emmeluth read the following figures, which the Board of Health had given him: Captain, \$150; chief engineer, \$125; one assistant engineer, \$100; chief officer, \$80; donkey driver, \$45; cook, \$45; cabin boy, \$35; ten deckhands, \$300; two firemen, \$60; coal, \$300; incidentals, \$50. Total, \$1,260.

The estimate called for \$36,000 to conduct the running of the steamer. Hoogs suggested that, of course, wear and tear would be nothing. Hihio added that it would cost something to feed the nineteen men employed in running the vessel. Monsarrat rose to a point of information. He wished to know whether or not some doctor had not drawn up the estimate. Hoogs said that it would take six tons of coal a day. There would be at least twenty days in each month in which the vessel would burn coal. There would be 120 tons of fuel consumed each month. At \$10 a ton, the coal bill alone would be \$1,200. The living expenses would be \$400. The incidentals would be \$100 at least. Other expenses would be \$800 or \$900. The plumbing was not included in this. Emmeluth said that Hoogs was taking in the interest of the local steamship companies. When the steamship companies were declaring 1 and 1 1/2 per cent dividends, there was a big margin in the way of profits. If the companies could declare such big dividends on their subsidies from the government, why not keep the money in the public treasury. During the past year the government had paid the local companies \$27,000 for freight, and in addition, one of the incorporations \$5,000 for a subsidy.

Hoogs said both the Wilder and Inter-Island companies had been running at a loss since the first of the year. The matter of an expense allowance was referred to a special committee for consideration.

The report of the House as a committee of the whole was made, and an adjournment was taken until this afternoon at 1:30 o'clock. During the morning hours the island committees will meet for the consideration of such matters as are now due for their consideration.

## PROCEEDINGS OF THE SENATE

Strangely inconsistent with its previous cry for economy the Senate yesterday morning handed in a large bunch of items amounting to \$139,800 to be inserted in the Appropriation bill, and passed upon all of them. Whenever the district of any Senator was under discussion the Senate representing its interests called for as many dollars as he could without making himself ludicrous. Little by little the amounts piled up until the above aggregate was reached. When the total was announced a dubious expression stole over the faces of some of the Senators who realized that at the present rate the Governor's estimates, which were once considered too high, would soon sink into insignificance.

Crabbe opened the ball by introducing a resolution calling for \$10,000 for the extension of Kuakini street from Nuuanu to Punchbowl streets. Kalaokalani seconded the item, and it passed. Then came these: Road, Kamali to Kalapana, \$12,000; road, Keahualono to Huehue, \$8,000; road, Honolulu to Papai-kou, \$20,000; road, Kalihiwai to boundary of Kawaihau, \$6,000; roads, Molokai, \$4,000; road, Olua, Hawaii, \$600; road, Kalihiwai to Kikilua, \$2,000; road, Kikilua to Haena, \$3,000; road, Kaoho to Molokai, \$3,000; road, Honolulu to Honokohau, \$5,000; repair Punchbowl road, \$3,000; road, Koloa to Elele, \$2,500; road, Kahoea to Lualai, \$1,200; steel wharf, Wahiawa, \$4,500; bridge, Honokohau, \$1,200; electric lighting, Hilo (extra), \$2,000; road, Liliha street to Kunawai, \$500; road, Kahuku to Honomalo, \$10,000; breakwater, Waimea (Kauai), \$5,000; road, Honokohau to Wahee, \$7,000; road from Volcano House to Punaluu, \$15,000.

The only bit of excitement during the session was that furnished by "Ollie Bill" White, who accused Senator Kalaokalani of obstructing his attempt to insert an item for electric lights. He charged the Honolulu Senator with first seconding the item and then voting against it, and he charged double-dealing. Kalaokalani hotly denied White's charges, and both were angrily bandying words back and forth when President Kalie interfered. An adjournment was taken, before noon until 10 o'clock this morning.

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